

Mails.

NORDDEUTSCHER LLOYD.

BREITEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"VORCK" Capt. Randerma	WEDNESDAY, 14th July, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG" Capt. F. von Bizer	About WEDNESDAY, 14th July.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Leos	FRIDAY, 16th July, 10 A.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of July.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 2nd July, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
MARSEILLES, VIA PORTS	TOURANE	Lancelin	6th July, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	CALCUTTA	Bruno	9th July, P.M.
SHANGHAI, KOBE, YOKOHAMA	ERNEST SIMONS	Girard	19th July, P.M.
MARSEILLES, VIA PORTS	ARMAND BRIC	Lafont	20th July, at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £12.10 up to £17.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 2nd July, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

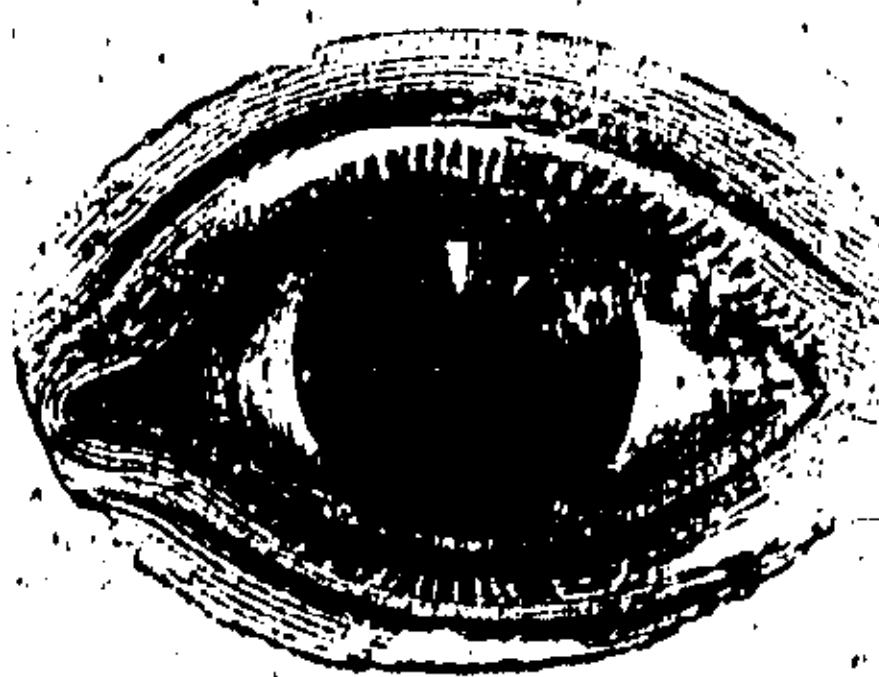
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUIAR STREET AND QUEEN'S ROAD.

I WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask for gratis illustrated Booklet on "Defective Sight"—free.

LONDON, 14, Bedford Row, W.C. SHANGHAI, 14, Beilark Street. SHANGHAI, 14, Beilark Street. SHANGHAI, 14, Beilark Street.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns (for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Lanchons of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts,

A. I. and Watkins.

Yokohama, April 18th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd June, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-HUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.

No. 8, Queen's Road West.

Hongkong, 9th March, 1909.

TO LET.

FIRST FLOOR and GODOWN, together or separately, No. 6 Des Vaux Road, Central.

Apply to—

PHIROZ SHA B. PEGIT & CO., or at the premises.

Hongkong, 19th June, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RYAN TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRIMA EAST, BLUE BUILDINGS, and No. 165, Des Vaux Road next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

No. 10, DES VAUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 15th June 1909.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.). Rents low.

Apply to—

THE COMPTON DEPARTMENT, E. D. Sassoon & Co., Queen's Road Central.

Hongkong, 24th February, 1909.

TO LET.

GODOWN No. 5A, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

For Sale.

FOR SALE.

A RICKSHAW with BICYCLE RUBBER TYRED WHEELS in Good Condition.

Apply to—

S. D. SETNA, No. 6, Des Vaux Road.

Hongkong, 21st June, 1909.

FOR SALE.

"ADLER" TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

REPAIR IS OUR SPECIALITY.

DRAGON CYCLE DEPOT,

33-35, Des Vaux Road, Central, Hongkong.

PARA VENDA.

GRANDE sortimento de LIVROS de MISSA em Portuguez, encadernados em lindas capas de phantasia

e de diversas cores.

Precos modicos.

Dirija-se a

GRACA & CO., 57, Des Vaux Road.

Hongkong, 8 Junho de 1909.

Intimations.

AO PUBLICO.

HAVERA na noite de SABADO, 3 de Julho p.v., na 3.ª "Luz de Camões" do Club Lusitano, uma recita de caridade, promovida por um grupo dramatico do "Cruzeiro Vasco da Gama," a favor das victimas sobreviventes dos terremotos occorridos recentemente em Portugal.

Os bilhetes d'admissao estao a venda na Secretaria do mesmo Club desde as 6 p.m. do dia 30 do corrente. Aceita-se por cada bilhete qualquer quantia não inferior a uma pataca.

J. C. ELHO,

Secretario, Club Lusitano.

Hongkong, 29 de Junho de 1909.

JUST LANDED:

The well-known and famous brandy "Bisquit Dubouche & Co."

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909.

COLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 Cubic feet of GOLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,

Manager.

Hongkong, 6th January, 1909.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 34 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct maintenance a speciality.

Hongkong, 1st September, 1908.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.20 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 2nd December, 1908.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

SELF CURE NO FICTIONS!

MARVEL UPON MARVEL!

NO SUFFERER

NEED NOW DESPAIR.

but without running a doctor's bill or falling into the deep ditch of quackery, pay easily, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY

THERAPION

a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been morbidly dragging out a miserable existence.

THERAPION No. 1—The Sovereign Remedy for Rheumatism, Suppurating Joints, Gout, the use of which does irreparable harm by laying the foundation of strictures and other chronic diseases.

THERAPION No. 2—The Sovereign Remedy for primary and secondary syphilis, eruptions, ulcers, pains and swelling of the joints, and all those complaints which mercury and arsenic are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—The Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, digestive and incapacity for business or pleasure, loss of appetite, blushing, indigestion, pains in the back and head, and all disorders resulting from dissipation, early excesses, &c., which the faculty so persistently ignores, because so important to cure or even relieve.

THERAPION No. 4—The Sovereign Remedy for principal Chronic diseases of the Urinary System. Price in England 2/6. In Hongkong, state which of the three numbers required, and see that you obtain the genuine article on British Government Stamp affixed to every packet postage.

Sole by all Chemists.

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Sole by all Chemists.

WEATHER-FORMCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards

Indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DAWM below

Indicates a Typhoon to the North-East of the Colony.

3. A DRUM

Indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DAWM below

Indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

Indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

Indicates a Typhoon to the South-West of the Colony.

7. A BALL

Indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock

Waglan

Stanley

Cape Collinson

Aberdeen

San Ki Wan

Sal Keng

Sha Tau Kok

Tai Po

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Flaghouse.

F. C. Yee, Director.

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F. C. Yee, Director.

F. C. Yee, Director.

F. C. Yee, Director.

F. C. Yee, Director.

Intimation.

Powell's
Furnishing
Department

is now replete with an entirely new collection of

BEDROOM
SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to
\$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN
OFFICE
FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL
BOOKCASES
AND
FILING
CABINETS

on the vertical Sectional System allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S
(FIRST FLOOR)
ALEXANDRA
BUILDINGS.

28, Queen's Road.

Intimation.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:—
BRITISH NORTH BORNEO.—Opium, Spirit, Gambling and Pawn-broking; as follows:—

(a) In one concession for the whole State.
(b) In one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Padas River.

(ii) KUDAT DISTRICT.—The Territory bounded on the one side by the true right watershed of the Padas River and on the other by the true left watershed of the Padas River.

(iii) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Padas River and on the other by the northern boundary of Province Clarke.

(iv) EAST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the south at Brachshook point.

(v) PROVINCE CLARKE.—being the Territory between Batu-Batu and the Lawas northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—
(a) The tenderer must state in his tender the annual sum (first for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said Secretary, at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibb, Livingston & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of the balance of the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per catty \$ 2.40
" chi 0.30
" 5 lb packet 0.15
" 4 " 0.12
" 3 " 0.09
" 2 " 0.06

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and as noted above.

(i) The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirit.

(j) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirit for sale.

(k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(l) The Farmer for the West Coast may be required to rent certain Farm-buildings at Jessellton.

(m) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—
SCHEDULE A.
The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.
The Liquors Proclamation No. 17 of 1901.
The Pawnbrokers Proclamation No. 14 of 1902 as amended by No. 7 of 1903, and No. 3 of 1906.
The Gambling Proclamation No. 8 of 1901.

ACCOMMODATION OF TOURISTS IN JAPAN.

MEETING OF HOTEL MANAGERS IN TOKYO.

On the 17th ult. a meeting of managers of foreign-style hotels in Japan was held at the Imperial Hotel, Tokyo, for the purpose of considering measures for correcting some of the grievances of those foreign tourists to Japan so frequently complain, and which it is felt are doing considerable harm to the tourist traffic in this country. The grievances are stated in a circular issued from the Grand Hotel, and are as follows:—

1. Railways.—(a) First-class tickets are sold in such numbers that they are in excess of the seats for accommodation in the trains.

(b) The temperature in cars is not uniform, and passenger-cars are dirty.

(c) Sleeping cars are but imperfectly arranged. Men actually smoke in them, to the great discomfort of lady passengers, while food, service, and waiting-room accommodation are all imperfect.

2. Hotel Rates.—As a result of competition, hotel rates are not uniform; in some Japanese hotels fabulously high charges are made for ordinary service to foreigners.

3. Jirikisha.—Jirikisha accommodation is poor, and jirikisha-men are weak and feeble, yet sometimes a double charge is made to foreigners.

4. Merchants.—Business-houses overcharge foreign guests, and divide the surplus with the guides. There are cases when orders for goods are sent, and when the packages arrive the contents are not as ordered, and negotiation often fails to remedy matters.

5. Police.—Although the police system is highly developed in Japan, sometimes there are policemen who merely smile at complaints when a misunderstanding takes place with a rikishaman, etc.

The visit of foreign tourists is of such an important nature that various plans are formed in England, France, Germany, Italy, Switzerland, and America for inviting tourists. According to the investigation of the Financial Agents in America, the sum of ¥200,000,000 annually is actually spent by the American tourists, and it is therefore advisable that both the Government and the people should join hands in finding the best means for the accommodation of the tourist trade.

At the meeting, says the report in the *Japan Herald*, the chair was taken by Mr. K. Okura, Chairman of the Imperial Hotels Co., Ltd., there being also present:—Mr. H. C. Naniwara, of the Grand Hotel, Yokohama; Dr. C. H. H. Hall, Grand Hotel; Mr. George A. Adam, Oriental Hotel, Kobe; Mr. J. Murau, Oriental Palace Hotel, Yokohama; Mr. Irwin, Williams, Club Hotel, Yokohama; Mr. Nishimura, and Mr. U. Otsuka, Osaka Hotel; Mr. K. Sato, Mamei Hotel, Karuizawa; Mr. W. Aoyama, Kamakura Kaibin-in Hotel; Mr. S. Kanaya, Kanaya Hotel, Nikko; Mr. H. Arai, Nikko Hotel; Mr. T. Inouye, Kyoto Hotel; Mr. S. N. Yamaguchi, Fujiya Hotel. Among others present was Rear-Admiral M. Kaburaki, of the Welcome Society, Tokyo.

At the request of the Chairman, Dr. C. H. Hall addressed the meeting. He said:—

HAD IMPRESSIONS OF TOURISTS.

Mr. Chairman, the occasion which has brought us together to-day was so fully set forth in the Circular which all have received that there seems no need to recapitulate the conditions which were there mentioned, especially as the replies which have been received from hotel men indicate that their own observations confirm the statements made. Later observations of this year's travel only add evidence that tourists are taking away with them impressions which will be seriously injurious to the interests of this country unless those impressions are removed by a more satisfactory quality of entertainment.

Formerly, on days when the steamer was leaving, one could hear on every side in the hotel lobbies expressions of regret at leaving Japan and of confident expectation to return for a longer stay and to bring friends, but it is not so now; the faces which in former days showed pleasure with their visit and regret at going away have now given place to others where disappointment and discontent are plainly visible. Some, when asked if they have enjoyed their visit, laugh and shrug their shoulders. This means a serious state of mind, for the contempt and ridicule which these expressions show are difficult to remove by hopeful explanations.

SUGGESTIONS OF REFORM.

The causes of this feeling which tourists are taking home from Japan were noted in the Circular which invited representatives of hotels to meet and consider them. A solution of the problem there shown—how to displace hostile feeling on the part of tourists by one more pleasant to all concerned—is indicated by the statement of causes, but the method of procedure calls for experience and influence to make it effective. All will wishers of this undertaking therefore feel great satisfaction with the assurance of the co-operation of our Chairman, Mr. Okura, whose influence and experience in many fields assure the success of any measure to which he may lend his aid.

In opening the consideration of this subject, Mr. Chairman, I will venture to offer only some general suggestions with the hope that their details will be developed in the course of the discussion. It seems desirable that we come to some agreement upon the following propositions:—

1.—That the entertainment of tourist travel has become a business, world-wide in its field, and that its cash value when well conducted is now recognised everywhere to be so great that the desire to secure its benefits is prompting the expenditure of very large sums of money and the employment of the finest abilities in many lands, all of which are competing for patronage.

2.—That this business, like any other, should be conducted with careful regard for recognised business principles, which require equitable treatment of patrons and reasonable satisfaction

tion of their expectations, the amount of this satisfaction to be that of the most successful competition elsewhere in the world, although the quality of entertainment will necessarily depend upon local features.

3.—That in this business not only the owners of hotels, but all who derive benefit from tourist travel, in short all of the people of the land, are associates whose interests are mutual, and are therefore aided or injured according to the degree and sincerity of the co-operation which may be secured. If the associates in any business work against each other, or even work together to the disadvantage of its patrons, that business will surely fail.

4.—That the satisfactory entertainment of visitors to this country will not only promote its industrial development by increasing the number of travellers and the cash they exchange for goods and services, but may assist its diplomacy by correcting mutual misapprehensions and by promoting mutual acquaintance.

5.—That if these propositions are accepted as true, it behoves all of the associates in the business to work earnestly and unitedly for their effective operation.

JAPAN'S ADVANTAGES.

Some such propositions as these might be made the preamble to any resolutions of an organisation which we may adopt. They would then become the foundation principles of that organisation. The object of the measures proposed is to do what we can, by means of effective organisation, to remove all obstacles to the full enjoyment of the advantages Nature has provided for the entertainment of foreign travellers. In geographical situation, on the fringe of the Orient which is so full of all that attracts the curious, the philosophical, the artistic, and the religious in the Western world; in climatic and scenic attractions; in natural courtesy and refined feeling of the people; in the interest with which those of the West regard the spectacle of an Asiatic people steadily rising above Asiatic traditions of governmental organisation, Japan is scarcely equalled by any country in the world. In every land in the West there are thousands, tens of thousands, who are looking toward her as the desired scene of enjoyment of the various wishes that start people on a visit to foreign lands for rest, recreation, or study.

FALLING-OFF IN TOURIST TRAFFIC.

A long time ago, it seems now, they began coming here in greater numbers than we could care for, and all went away delighted with what they had seen and purchased, all of them hoping to come again. Then something happened, and the stream of travel became a rivulet that now looks as if it might in the near future cease entirely to flow.

In the principles and regulations proposed for adoption there is nothing that may do wrong to anyone; they are designed to prevent anyone from doing wrong to us and to himself. Our field-neighbour may have all of the water he may need, grow what he likes, and dispose of the crop as he thinks best, so long as he doesn't divert or pollute the stream that feeds our fields.

Frankly, the business of entertaining foreign travellers, in which we and a very large number of other persons in Japan are legitimately engaged, has been injured by selfish persons, to their own harm as well as ours, and that in our own behalf, and theirs we propose to do, all the laws allow to stop this mischief. In this proposal we should have the hearty support of every person in Japan, for its object is the good of all. Even the man who would kill the goose that was laying golden eggs will understand that it is best to keep her alive and at her work. In course of time, he may learn something about the art and science of breeding such birds. He will be happier then as well as more prosperous, for instead of taking the victim by the throat and ripping her open to get all she has at once, he will entertain and instruct himself by studying her nature, the food and drink and running-ground that are best to develop her egg-laying powers; he will build incubators and try to increase the number of his flock, for he will find that it pays to do so.

Mr. Chairman, the gods have given to us in this charming land a heritage which should be carefully guarded and improved to its utmost productive capacity. Let us take up with serious determination our share in the task of making it the Mecca of the world's pilgrims in search of pleasure, the most delightful resort in the world for those who seek restful comfort, recreation, or serious study.

NEW SOCIETY FORMED.

The proposals were discussed separately and unanimously approved, and it was decided to form a society to be known as "The Japan Hotel Association." Mr. Okura was elected President and Dr. Hall Vice-President, and the following were appointed the Executive Committee:—Messrs. Nishimura, Yamaguchi, Geo. A. Adam, Kobe; Murau, Yokohama; and Arai, with Mr. T. Murata, Secretary of the Imperial Hotel, Tokyo, as secretary.

Various suggestions as to rules were laid before the committee for consideration.

Dr. Hall, at the close, remarked that while conditions in Japan did not permit them to emulate the style of the Waldorf-Astoria in New York, or the Hotel Cecil in London, they could set themselves a high ideal, and endeavour to live up to it, so that visitors to this country might go away satisfied with the efforts made to cater for their comfort.—*Japan Chronicle*.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

11, D'AGUILAR STREET,

HONGKONG.

Hongkong, 2nd September, 1907.

Hongkong, 2nd September, 1907.

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Intimations.

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).
CALDERON MARGUERITE & Co., Hongkong.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN
VARIOUS COLORS.

MOUSQUETIERE GLOVES

IN
WHITE, BLACK & COLORS.WOOLEN DELAINES, NUNSVAIL-
INGS, VOILES, &c., &c.LADIES' and CHILDREN'S
UNDERCLOTHINGS.Samples on application, Coast
Port orders carefully executed.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 39, DES VEXES ROAD CENTRAL.
The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of any description can be made to
order in every detail required.
Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."
(Sd.) A. S. WATSON & Co.
25th May, 1891.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

GUNS

DIRECT from the manufacturers at lowest
prices. 12 bore Double Breechloaders
from 30s each. Illustrated catalogue of
latest model Shot Guns, Combination Guns,
Sporting Rifles, &c., post free. D. JAMES &
REYNOLDS, George Street, Minster, Lon-
don, E.C. 4.

Consignees.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANO."

FROM MANILA.

THE above Steamer bringing on the cargo
shipped per
Steamship "GYMERIC"
from SEATTLE, TACOMA, VICTORIA,
VANCOUVER, YOKOHAMA, KOBE and
MOJI, having arrived, Consignees of Cargo
are hereby requested to send in their Bills of
Lading by the latter steamer for countersignature
and to take immediate delivery of their
Goods from alongside the Steamship
"Oceano."

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected by us in
any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 23rd June, 1909.

Hongkong, 23rd June, 1909.

Hongkong, 23rd June, 1909.

Hongkong, 23rd June, 1909.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Godown and Kowloon Wharf and Godown
Company, Godown at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 6th July, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godown for examination by the Consignees
and the Company's representative at an
appointed hour.

All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No claims will be admitted after the goods
have left the Godown.

E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and Godown
Company, Limited, Kowloon, whence
delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 6th of July, will be
subject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 6th of July at 9.30 A.M.

All claims must reach us before the 10th
of July, 1909, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
underriged.

THIS STEAMER BRINGS CARGO

Ex S.S. *Sachsen* from Smyrna via Naples,
" *Caboto* " Catania via Port Said.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 29th June, 1909.

FROM EUROPE.

THE H. A. L. Steamship

"SLAVONIA,"

Captain Peter, having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
by the Underriged and to take immediate
delivery of their goods from alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10
P.M.

Any Cargo impeding her discharge will be
landed at Consignees' risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, and stored at Consignees' risk and
expense.

All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 8th inst., will be sub-
ject to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 7th

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1842.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL,

AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 30 cents.
" " Gallon 1200

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, FRIDAY, JULY 2, 1909.

CHINA'S POSTAL SERVICE.

We have received a Yellow Book from the Commissioner of the Chinese Imperial Maritime Customs relating to the working of the Imperial Post Office during 1908. The report is the work of Mr. T. Piry, Postal Secretary, who in the opening paragraph of his valuable review states that the predominant feature of the year has been a solid and substantial increase in every branch of postal work. The total number of establishments has been raised from 2,853 to 3,493; postal articles—letters, postcards, newspapers, books, and samples—which for 1907 totalled 168 millions, have reached 274 millions, a striking advance, which speaks well of future possibilities. Parcels sent increased from 1,400,000 to 2,115,000,

the weight in kilos being 7,155,000, against 5,509,000 previously reported, with a corresponding increase in value; this large advance is the more notable having regard to the recent rule for the compulsory insurance of parcels of the value of \$30 or over. Chinese letters in clubbed mails have risen from 6 to 8 millions, the number of mails being 415,000, as compared with 347,000, with a gross weight of 83,000 kilos, against 74,000, which shows not that native postal bonds are flourishing at the expense of the Imperial Post Office, but that they are taking more advantage of the facilities it affords. Money-order transactions have considerably increased, representing, in issued and cashed a total movement of funds of no less than 5 million Hailwan taels, or half a million over the figure for the previous year. Revenue itself shows considerable advance, in better proportion, as development increases from year to year, with the working expenses; and this notwithstanding the swelling of the latter, due to various improvements introduced in general organisation and a general rise of the salaries for the native staff last September. Postal operations were carried on regularly at all points, and but few peculiar difficulties are to be recorded. The report then proceeds to deal in detail with the Northern districts which we may pass over for the present. Dealing with the South, Mr. Piry writes:—South China, consisting of the provinces of Fukien, Kwangtung, Kwangsi, and Yunnan, records an increase of 204 establishments, to million articles, and 99,000 parcels, progress being principally attributable to the first two provinces. Fukien, divided into three postal districts—Santau, Foochow, and Amoy—shows a slight advance on the returns of the preceding year, but financial results are not yet up to expectations. Progress is slow among these mountainous districts, with, excluding the ports, a population impoverished and illiterate. Money-order business at Foochow increased considerably, whilst at Amoy 55 Box Offices were opened and steady increase was recorded in both mail matter and parcels. Kwangtung, a rich province, maintains exceptional progress. The postal districts within its borders are Swatow, Canton—administered by a Postal Commissioner, with jurisdiction over the sub-districts of Wuchow, Samsui, and Pakhoi—and Kiangchow, on the island of Hainan. At Swatow mail matter increased from 1,800,000 to 4,100,000; parcels from 50,000 to 87,000. A feature of the year was the opening of the new postal premises in May, performed by the Circuit Taitai in his official capacity, in the presence of all the officials, leading residents, and merchants, both Chinese and foreign. The popularity of the service is spreading and great keenness has been manifested on the part of the young natives of the province to be enrolled as Clerks in the Post Office. Canton has done splendidly and keeps up its reputation for advancement and progress, both in receipts and substantial work. In the whole district establishments have increased from 407 to 570; mail matter, from 16 to 22 millions; and parcels, from 145,000 to 177,000. In the Canton district proper 114 new establishments have been added, mail matter has increased by nearly 6 millions, and parcels by 30,000. In Heungshah and Shuntak sections alone there are now 130 postal establishments functioning. Native letters posted in Canton for Hongkong number 67,000 more than in the preceding year, figures the more satisfactory as heretofore Chinese correspondence with Hongkong was small. Pakhoi has increased its establishments to 28, and mail matter reaches 439,000 articles. The postal extension necessary in this small sub-district is now practically complete. Kiangchow, on the island of Hainan, appears to have a very limited field, its operations not numbering over 126,000 articles; but the district is now a paying one. In Kwangsi province a policy of vigorous extension has been pursued. Wuchow (sub-district to Canton) has opened 39 new Agencies, and both mail matter and parcels have increased. Luangchow, a district poor, desolate, and sparsely populated, has opened six new Agencies, and increased its mail matter from 40,000 to 110,000, a remarkable and creditable progress under the circumstances. Yunnan province has also not been dormant, despite adverse circumstances in the shape of disturbances in Tonkin, the occupation of Hekow by the so-called Reformists during April and May, and the abnormal rise of the Red River in November, devastating Maehao and Hekow and causing great destruction to the railway between Yen Bay and Laokai. Mail matter in the Mengtsi district increased from 855,000 to 1,242,000, and parcels from 9,000 to 25,000. The sending of heavy mail via Haiphong instead of via Yochow has been much appreciated by the public, as the above-mentioned figures testify. Both Bremen and Tengyuch, on the borders of Burma, have done as well as can be expected from such remote and inaccessible districts. Concluding the report, Mr. Piry says:—The above review plainly shows that the Imperial Postal Institution is rapidly gaining in importance from year to year: it now enjoys full recognition in the country as the regular and natural channel for the transmission of correspondence; officials patronise it and extend to it a cordial support. Competition with native agencies may even be said to have virtually ceased, victory remaining for the national Post Office for it is now demonstrated that *min-chi* will only continue to flourish at places that have not yet been tapped by the Post Office, or in the carriage of bullion, opium, etc., which it does not care to compete for; they, too, recognise the new order of things and begin to lean on the Post Office, using its lines for the transmission of their clubbed packages. These are satisfactory results, which were confidently expected, but which have been attained at an earlier date and in greater proportion

than was at first anticipated. The difficulty of the hour is to devise measures to cope with this enormous development. The methods are good, the courier lines reliable and numerous, but there is a general cry for office accommodation and space. Many improvements are wanted in buildings, which should be more spacious, more advantageously located, and of better appearance in the great cities of the interior. It is hoped that the opening year will afford the means to attain these ends. In conclusion, results for the 34th year of Kuang Hsi—1908—have more than justified the expectation held out in previous reports. The first year of the new reign of His Imperial Majesty Hsian Tung opens with bright augury to the Imperial Post Office.

LOCAL AND GENERAL.

THE Police Court is occasionally the scene of amusing incidents. This morning, an Indian residing at Kowloon quietly walked into the Court-room with a goat snugly resting in his arms.

THE Tsar is about to make a journey by rail from St. Petersburg to Pottava, a distance of 900 miles, and for his protection the railway is guarded by double lines of troops throughout its entire length.

A SWARM of American tourists—700 in number—is shortly expected to alight in Java from the steamer *Arabia*. Many of them will remain in the island until the return voyage of the steamer which means a stay of four months or so.

CHAN KING, a 16-year-old apprenticed blacksmith, was brought up to the Magistracy this morning on a charge of stealing a kid goat belonging to a Private in the 13th Rajputs Regiment. Bail was allowed in the sum of \$50. The case has been remanded.

A COOLIE under the Bailiff of the Supreme Court was brought up in the Police Court this morning on three charges of accepting bribes from sub-tenants of various houses to allow them to remove their furniture. Bail was allowed in the sum of \$200 and the case was remanded.

MR. Dennis Samuel, brother of Mr. Herbert Samuel (Parliamentary Under-Secretary for the Home Office) and member of the firm of Montagu Samuel and Co., bankers, of 60, Old Broad Street, committed suicide, on a railway line at Leamington, on May 31. He had been suffering from nervous breakdown following upon an attack of influenza.

CAPT. Herbert Duckworth, who was wounded at Spionkop during the Boer War, committed suicide in a hotel in London, on 1st ult. The deceased was a nephew of the Rev. Dr. Robinson Duckworth (Sub-Dean of Canon of Westminster) and of Sir Dyce Duckworth (consulting physician at St. Bartholomew's Hospital and senior physician of the Seamen's Hospital, Greenwich).

THE growing scarcity of paper-making materials has led to search for substitutes, and the matter has aroused interest in Java, where attention has been called to the advantages of utilising megass or sugarcane refuse. Another promising material is the sugarcane leaf. Experiments show that, under proper treatment, cane leaves and megass yield paper of a reddish brown colour suitable for packing purposes. Megass treated with soda gave greyish yellow paper suitable for printing.

In the Supreme Court, to-day, before the Full Court, consisting of the Chief Justice (Sir Francis Piggott) and the Puisne Judge, the case was concluded in which Messrs. S. J. David and Company are appealing against the decision of the Chief Justice of the 23rd December last given in favour of the firm's late compradore (Mr. Chan U Chiu) in the action which the plaintiff firm brought to recover the sum of \$648,816.67 said to have been the amount of losses incurred in some yarn transactions. Judgment was reserved.

CANADA AND CHINA.

BRIGHT TRADE OUTLOOK WITH THE FAR EAST.

Mr. W. L. Mackenzie King of Ottawa referring to his recent visit to China, says: To preserve the standards which our industrial classes have reached, restriction of immigration from the Orient is an absolute necessity. This, happily, is recognised by the authorities of the great countries across the Pacific hardly less than by ourselves and so long as we are prepared to act with the forbearance and moderation which should be dictated by a consideration of the difficulties Eastern statesmen have to face in the government of multitudes, and by a realisation of our own position as a part of the British Empire and a young nation seeking to develop its resources and expand its commerce and relations with other and older countries, we need have nothing to fear from Oriental immigration, not at least for many years to come.

China is not becoming, but is, a great Empire. The dawn of China's awakening is not in the future; it is already present. In nothing was I more surprised than in the industrial development which has taken place in so many parts. I was particularly impressed with the possibilities of an extensive commerce between China and Canada. The markets are there for many of the commodities, both in the nature of produce and manufacture, which Canada is in a position to supply.

The real peril, so far as the Orient is concerned, lies to my mind, not in the possible movement of labour westward from Asia, but in the almost certain movement of capital to Asia, once the industrial possibilities of these continents become better known and a greater degree of stability and security of investment is afforded.

An Unfounded Rumour.

REPORTED ASSASSINATION OF THE GOVERNOR OF MACAO.

TELEGRAPHIC DENIAL.

Persistent rumours were in circulation in town to-day to the effect that the Governor of Macao had been assassinated. Throughout the afternoon this office was besieged with inquiries as to the truth or otherwise of the silly rumour. Of course, in every case we felt in the comfortable position of being able to assure the inquirer that the report was a mendacious fabrication. Of all men in Macao at the present time, one would imagine that Governor Rodrigues should be the very last to whom any one's displeasure. From the moment he assumed the reins of administration he manifested his unmistakable sympathies with the Chinese whose interests it was his determined policy to protect and promote in all that concerned them as citizens of the territory under his administration. Governor Rodrigues is not a man of words only; he believes in action, and has lived up to his declared policy.

We are pleased to be able to state that telegraphic inquiries addressed to Macao elicited the information that the Hongkong rumour is wholly unfounded.

CANTON DAY BY DAY.

PROPOSED TYPOON REFUGE.

[From Our Own Correspondent.]

Canton, 1st July.
Mr. Yau Lai Chun and others have submitted a petition to the Viceroy informing him that they propose to build a typhoon refuge in a place called Yu Wang Chung, in the vicinity of Chun Lung How, below Tai Sha Tau, with the view of affording adequate protection to vessels and sampans on the river against the ravages of typhoons. A plan of the proposed undertaking was also handed to the Viceroy for his approval. In reply, the Viceroy stated that the proposed scheme is fully appreciated at its true value but it must first be ascertained whether the breakwater to be built at the selected site would not cause obstructions to navigation. The Shan Hou Chu and the Provincial Treasurer have to be instructed in order to send deputies to investigate the feasibility of carrying out the plan, before the project can be approved.

CANTON-HANKOW RAILWAY.
The President of the Canton-Hankow Railway Company at Canton, Sir Chun Tung Liang Cheng, has wired to the Ministry of Communications and Posts at Peking for one month's leave of absence.

OFFICIAL APPOINTMENTS.
Since the receipt of the intelligence from Peking announcing the change in the Viceroyalty of the Two Kwang Provinces, it is now again rumoured in official circles here that the Canton Provincial Treasurer Wu Seung Lum will probably be transferred to Honan on promotion as Governor of that province, and the vacancy thus created will be filled by the Canton Provincial Judge Wei Ching Tung. Taitai Wong Ping Yung will also in all probability be transferred to Huaoan on promotion as Provincial Judge there.

NEW AGRICULTURAL COLLEGE.
It is reported that sometime in the 7th moon an agricultural college will be opened in Canton outside the Eastern suburb. The founder of this institution is the Taitai for the Development of Native Industries (Chan Mong Tsang). It will be placed under the charge of the American student Tong Yau Hang. One hundred students will be selected for admittance into the College to receive training.

STOWAWAYS.

SIR FREDERICK LUGARD'S DESPATCH TO AUSTRALIAN GOVERNMENT.

A Melbourne despatch of at. ult. says:—The Minister for External Affairs has received advice from the Governor of Hongkong, Sir F. D. Lugard, that twenty Chinese were discovered on the steamer *Eastern* last December, and were returned to Hongkong, and intimating that they were charged before the local police magistrate as stowaways and sentenced to nine months' each, with hard labour.

Information in a despatch forwarded through the Governor-General to the Governor of Hongkong contained the names of persons concerned in the stowing away. A reply from the Governor includes a report from the Chief Superintendent of Police stating that these persons, who were ringleaders in the affair, left the colony directly the stowaways were brought back. The report adds: "If I hear of any of them returning, I will recommend their banishment."

Information was also received that the eight stowaways on the *Prins Waldemar* had been sentenced to six months' imprisonment, with hard labour, and that the person on the steamer who was responsible for their being stowed away fled the country on the vessel's arrival. The Governor of Hongkong further intimated that with regard to the sale and exchange of naturalisation papers, every effort was being made to co-operate with the Federal Government.

Mr. Batchelor said: "While in Sydney, on my way to New Guinea, I met by appointment the representatives of all the shipping companies trading with the East, and asked them to assist the department by adopting a system of registration of passports for their Chinese crews. They were without exception desirous of assisting, and undertook, subject to the approval of their owners, to adopt the suggestion of the department. This, coupled with satisfactory assurances we have had of the sympathy of the authorities at Hongkong, and a circular by the Consul-General of China at Melbourne, setting forth the disabilities and hardships which stowaways suffer in the attempt to land, makes it pretty certain that such attempts are not likely to be so successful in the future as they have previously been."

Macao's Delimitation.

COMMISSIONERS' AMENITIES.

A ROUND OF VISITS.

The meeting of the Portuguese and Chinese Commissioners who have been appointed by their respective Governments to settle the question of the boundaries of Macao took place yesterday when General Joachim Machado, the Special Commissioner, with Senhor Demetrio Ciboatti, Assistant Commissioner, and Capt. Norton, private secretary, accompanied by Senhor J. J. Leiria, Consul for Portugal, called on His Excellency Ko Yu-him, the Chinese Commissioner, at "Glencely" Buildings. The visit was made in the afternoon and a pleasant time was spent by the Commissioners in an agreeable interchange of international amenities.

Later His Excellency Ko and suite as well as General Machado and staff were the guests of Mrs. Leiria, wife of the Portuguese Consul, at "Duart" when the distinguished visitors were entertained to a purely informal tea. Madame Leiria as a hostess is well-known for her charming hospitality and the pleasantness of the afternoon was enhanced by an agreeable company met together under such happy auspices—a circumstance which, it is sincerely to be hoped, will mark the course of negotiations when the Special Commissioners are met to discuss the more serious aspect of the mission for which they are met in Hongkong to-day.

In the forenoon to-day, B.E. Ko Yu-him, accompanied by Capt. Wu's secretary and staff, returned General Machado's call officially at "Kingsclere." The reception was one in keeping with the high rank of the Chinese delegate. After the customary complimentary greetings, refreshments were served and the visitors left.

General Machado with Mr. Norton then called on Mr. Harris, the Commissioner of the Chinese Customs, to thank that gentleman for his formal visit. That concluded, the round of official calls was continued. Consul Leiria accompanied the party to the Court House on a visit to the Chief Justice, who, however, being then engaged in Court, was unable to receive the visitors. A call on the Hon. Mr. W. J. Gresson, managing partner in Hongkong of the firm of Jardine, Matheson & Co., Ltd., completed the forenoon's round.

There is no likelihood of the Commission commencing its sittings this week, as we understand that the Chinese Commissioner proceeds to Canton by the cruiser *Kiang Ta* this evening, and may be away three or four days. The purport of the visit is to tender congratulations to H.E. Chang Jen-chun on his recent viceregal promotion.

In the meantime invitations have been issued to the leading members of the Chinese community in Hongkong to an official dinner at Government House on the 15th inst.

A DOG WITHOUT A LICENCE.

KOWLOON LADY SUMMONED.

In the Police Court, to-day, P.C. Pepperell summoned Mrs. Reed, residing at 12, Nathan Road, Kowloon, for keeping a dog in her house without a licence. It was only the other day that a case was brought to the notice of a local magistrate where a Chinese boy was attacked at Kowloon by an unmuzzled dog; this morning's case therefore throws fresh light on the subject of keeping dogs without the very necessary adjunct of a licence.

When the case came on for hearing, those present in Court were treated to the following dialogue between Mr. F. A. Hazeland, the presiding magistrate, and the defendant:—

Mr. Hazeland—Do you admit not possessing a licence?

Defendant—The dog does not belong to us.

Mr. Hazeland—Do you consent to the animal being destroyed?

Defendant—It is not in a fit condition to be destroyed.

Mr. Hazeland—How long has it been in your house?

Defendant—Since last March.

Mr. Hazeland—That is a long time. Did you say that the P.C. took out the summons out of spite?

Defendant—I had my reasons for saying so.

The P.C. came to my house when my husband was out. He would not wait for my husband but took a summons right away.

The summons was adjourned.

PROTECTION OF SONGBIRDS.

THE JAPANESE NIGHTINGALE.

In Japan, especially in Tokyo, Osaka, and other large cities, nightingales are very popular as pets, and the best specimens are said to realise as much as a thousand yen. Last autumn a few species of small birds were added to the list of those protected, the nightingale being among the number. We learn from the *Osaka Jiji* that Inaba Genzo, a dealer in songbirds at Awabori, Ichome, Osaka, under the name of "Torigon," with an office in Wakayama has been charged with a violation of the Game Law in this matter. Inaba has a reputation as the best trainer of nightingales in the Kansai district, and he is alleged to have broken the law by continuing to catch songbirds since the new legislation was adopted last autumn. Evidence having been obtained by the police, he was arrested a few days ago. On examination, he confessed that he had captured over three hundred young birds in the neighbourhood of Rokkosen, Shikisan in Nara, and in Kishu since the beginning of last month, when the breeding season opened, and that most of the birds had been disposed of in Osaka. He had in his house over a hundred, which he was training. The birds were seized, and the man was prosecuted on a charge of "infraction of the Game Law." Bird dealers in Osaka who have bought young nightingales from Torigon are said to be in a state of panic. Some of them have set their birds free, while others are sending them to relatives in the interior.—*Agent Chronicle.*

A Diamond Jubilee.

VICTORIA RECREATION CLUB.

JULY 10, 1849-1909.

There are probably few Clubs in the Orient whose records go farther back than those of the Victoria Recreation Club, whose members will on Saturday week, the 10th July, celebrate the Club's Diamond Jubilee by holding a Swimming Fete in the afternoon and a concert in the evening in the Club's spacious Gymnasium. It was in the year 1849, eight years after Hongkong was ceded to the British, that the Club's history began, and since then its development has been coincident with that of the island. The Club stands for all that tends to brace up the man and youth physically; for the health-giving open air and outdoor sports; and it is this outdoor principle which binds the members. All institutions in their progress necessarily expand their original domain, and thus to-day the Victoria Recreation Club has become of some reckoning as a social, as well as a sporting institution of the Colony. Its three great annual events, the Regatta in December, the Athletic Sports in April, and the Aquatic Sports in September, are not alone red letter occasions for sport.

Among the papers of the late Mr. James Henry Cox were discovered a number of old records of the original Victoria Regatta Club, which may interest not only those residents of Hongkong associated with the V.R.C., but to many other residents of the Colony. The following is an extract:—"At a meeting held at the Hongkong Club House, this day, pursuant to notice, for the purpose of forming a Regatta Club in the Colony, the following gentlemen were present:—Messrs. Walter Davidson, P. Dudgeon, C. J. A. Stuart, E. Pereira, P. Campbell, Capt. Staveley, T. W. L. MacKean, Murrow, Lt. Lugg, R. A. L. Phillips, R.E., Lieut. J. N. Sargent, 95th Regt., Lt. Maxwell, 95th Regt., J. Fagan, T. Jones, G. Findley, J. B. Compton and W. T. Mercer. The sheet bears the date 18th July, 1849—sixty years ago. Such a document is high as keen a stimulant to moralising, as is an hour on London Bridge; but one must subordinate the sentiment; the reader himself can give free play to that when he has scanned the epitomised story of those long gone days.

"The annual subscription to the Club funds was then 35; to be paid in advance and any member on joining subsequently and paying the sum of 25 was considered a Life Member." The minutes of the appointment of officers are worded in such a unique manner that we fail to understand how the Secretary and Treasurer found their respective duties. It reads thus: "That Mr. C. Stuart and Mr. T. Jones be elected to hold jointly and separately the combined offices of Secretary and Treasurer." We cannot explain how these two gentlemen managed to fulfil the letter of their appointments.

Since those days, however, the Club has made big leaps and bounds, and to-day the Club membership list includes nearly every young man of the Colony, and there is now a roll of membership totalling something over 400. The Club is growing old, but Clubs are not like men; they become more vigorous with age. It is thus with the Victoria Recreation Club, and, in its sixtieth year, it is stronger than ever it was, is more respected and has a brighter future. Long live the V.R.C.

NETHERLANDS INDIA COMMERCIAL BANK.

DIVIDEND DECLARED.

We are informed that telegraphic advice has been received by the local manager of the Bank that a dividend of 10 per cent for the year ending 31st December, 1908, has been declared.

HONGKONG BANK ROBBERY.

APPLICATION FOR RETURN OF LADY'S JEWELLERY.

Soon after Mr. Nunn took his seat this morning, says the *Strait Echo*, of June 22, Mr. Samuel, of the firm of Messrs. Pergrave and Matthews, mentioned the case of Lim Chee Saing, who is charged with embezzlement of large sums of money belonging to the Hongkong and Shanghai Banking Corporation. He asked his Worship to fix a date to proceed with the preliminary inquiry and the hearing was postponed till Friday, the 25th inst.

At this stage, Mr. Wroford made an application on behalf of Miss Boyle. He said that his client had accompanied Lim Chee Saing to Hongkong; that when the latter was arrested in that place, the local police took charge of her jewellery, which they handed over to the Penang police; he applied to them for the return of the same; but was told to get an order from a magistrate; that his client had been "brought down" with Lim Chee Saing. [There was some argument between opposing Counsel in regard to the terms "came" and "brought" with reference to Miss Boyle's transport from Hongkong to Penang.] Counsel, therefore, asked the court to pass orders for the return of the jewellery to Miss Boyle, contending that the police had no claim to the same. The magistrate asked Mr. Samuel if he had any objection to the application. Counsel, after a few minutes' consultation, with Chief Detective Insp. Kirke, opposed the application. He stated that a portion of the property in question might belong to Miss Boyle; he was positive that the other portion belonged to Lim Chee Saing—at any rate, he had reason to believe, the latter ordered the things, but had not paid for them. Counsel further maintained that the property was in "safe keeping." Some argument ensued and eventually Mr. Samuel asked that the application might be held over till the next hearing, by which time he hoped to be in a position to acquaint himself well with the facts. The court concurred, and the application was postponed till Friday.

THE Societe des Etudes Indo-Chinoises is commissioning M. Commailler, conservateur of the ruins of Angkor, to compile a complete practical Franco-English guide to these ruins with numerous illustrations.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

VICEROY TUAN FANG.

REPORTED APPOINTMENT AS GRAND COUNCILLOR.

[By courtesy of the "Sheung Po."]

Tientsin, 1st July.

It is reported that the Prince Regent has decided to appoint Viceroy Tuan Fang as Grand Councillor and Na Tung as Viceroy of Chihli, and that an Imperial edict will be issued to that effect as soon as Viceroy Tuan Fang arrives in Peking.

TIENSIN-PUKOU RAILWAY.

MANAGEMENT UNCHANGED.

[By courtesy of the "Sheung Po."]

Peking, 1st July.

Shuo Po-ki, who has been appointed acting Governor of Shantung, will continue to manage the Tientsin-Pukou Railway.

NA TUNG.

INDISPENSABLE AS A GRAND COUNCILLOR.

[By courtesy of the "Sheung Po."]

Peking, 1st July.

It is reported that Na Tung cannot be spared from the Grand Councillor. As soon as he has taken over the seal of the Viceroyalty of Chihli, he will return to Peking and at the capital transact all business in connection with the Viceroyalty.

MINING CONCESSION.

PARTICULARS WANTED.

[By courtesy of the "Sheung Po."]

Peking, 1st July.

The Ministry of Agriculture, Commerce and Industries has issued instructions to all the Provinces asking for particulars of the terms of all negotiations with foreigners in respect to mining concessions within recent years.

CHINA AND SWEDEN.

THE COMMERCIAL TREATY.

[By courtesy of the "Sheung Po."]

Peking, 1st July.

Luo Fong, Vice-president of the Waiwupu, has been given plenary powers to draw up the Commercial Treaty between China and Sweden.

VICEROYALTY OF CHIHLI.

SELECTION OF INCUMBENT.

[By courtesy of the "Sheung Po."]

Peking, 1st July.

It was the Prince Regent's original intention to appoint Luck Chiu-lum as acting Viceroy of Chihli, but Luk declined on the plea of old age. Whereupon the Regent offered the acting appointment to Na Tung who made the same excuse, but His Imperial Highness succeeded in persuading him to accept the office.

TIENSIN-PUKOU RAILWAY.

THE STATION QUESTION.

[By courtesy of the "Sheung Po."]

Peking, 1st July.

The representatives of Chihli Province are agitating for the removal of the Tientsin-Pukou Railway Station.

Both Chang Chih-tung and Luk Chiu-lum support their attitude.

The port commissioner and port police at Calcutta, with the assistance of Royal Engineers from Fort William, were busy the other week with arrangements for blowing up the *Onipania*, which was wrecked in the Hughli last January, when coming out of the dock and was blocking a portion of the fairway. Owing to the proximity of the ferry station, the explosion was very carefully managed, and it has been decided to destroy the vessel bit by bit. On the 14th ult. the main mast and a portion of the main hatch were blown up. There was nothing very spectacular in the explosion, the main falling gracefully into the water. There was practically no interruption of traffic, and all concerned are to be congratulated on the success which attended one of the most difficult operations of marine work. The stern of the vessel was to be blown up at 6 a.m. on the 15th ult.

HONGKONG DOCK CO.

LOWEST BIDDERS FOR MANILA CONTRACT.

The Hongkong and Whampoa Dock Company were the lowest bidders for six wooden lorries for use by the Quarter-master's Department at Manila, their figure being \$37,800, gold, for the six. The other bidders were: Fred Wilson and Company, \$28,600; El Varadero de Manila, \$31,000; Juan Rodriguez, \$35,300; Cho Chung Lung, \$36,500.

HALF-SHAS OVER.

JIU-JITSU IN ARSENAL STREET.

Arsenal Street was the scene of a nocturnal disturbance shortly after twelve this morning. It appears that a European who had been regaling himself too well but not wisely, was making a bee-line for the Soldiers' Home when he, unfortunately for both parties concerned, came in too close contact with an Indian constable, who, being a zealous officer of the law, forthwith proceeded to treat the staggering one to a few well-chosen remarks as to his no e too sober state or words to that effect. Things did not particularly tend to the side of peace owing to the fact that the merry one insisted on making a bull-buloo by way of asserting his importance and commenced a series of loud bawling on the door of a certain house. During these lively proceedings, defendant is said to have knocked down the Indian constable who was trying to perform his duty. At the Magistracy this morning, before Mr. F. A. Hazeland, defendant denied having assaulted the constable and said he only pushed him. He tried to rest at the foot of the stairs of his house, as he was feeling somewhat tight. His Worship, however, was evidently of opinion that greater respect is due to a limb of the law, for he imposed a fine of \$7 on the wayward one.

MILLIONAIRE'S THEATRE.

MR. LOUIS CALVERT, MANAGER OF NEW ENTERPRISE.

BRITISH STAGE TRIBUTE.

One of the great events of the theatrical season—linged though it be with regret at the loss to the English stage of a fine actor, a loyal comrade, and an honest, able, and delightful man—was announced for Sunday last. It was a banquet to be given at the Hotel Metropole in compliment and farewell to Mr. Louis Calvert.

As almost everybody knows, Mr. Calvert has been chosen as the first producer to the long-heralded "Millionaire's Theatre" in New York—an enterprise which corresponds on America's behalf to the promised repertory theatres from which so much is hoped over here.

Accordingly the banquet was to be partly an opportunity for players and play-goers to bid Mr. Calvert good-bye; partly an expression of pride that for its most ambitious theatrical enterprise America should have found the necessary helmsman in the Old Country.

THE GATHERING.

The gathering, which Mr. Austin Breton organised, was to be splendidly representative. Mr. Tree, to whom Mr. Calvert has proved a trusty lieutenant in nearly all his Shakespearean productions, was to preside. It was hoped also that Mr. Bernard Shaw, whose "John Bull's Other Island" owed so much to Mr. Calvert's magnificent playing of Broadbent, the Englishman, would be one of the chief speakers.

One should recall, too, that even apart from his own talents as an actor and producer, Mr. Calvert represents a great tradition of English acting—a tradition which he has never forgotten, but linked in his own broad-minded way with the new ideas of the modern school.

Indeed the list would be almost interminable of well-known actors who learned their art with him in the old stock company at the Prince's, Manchester, under the famous management of Mr. Charles Calvert—Mr. Louis Calvert's father—and Mrs. Charles Calvert. The latter is happily still with us—even now, in her seventy-third year, one of the richest and ripest comedy-actresses upon our stage. It was probable that she would be present at the banquet.

DISCOVERED LOUIS PARKER.

Among other famous people who would particularly delight to honour Mr. Calvert is Mr. Louis Parker. It was Mr. Calvert who after reading one of Mr. Parker's plays by chance, while waiting for a train at Sherborne railway station, hurried straight off to the local grammar school, where Mr. Parker was then an unknown music-master and rescued the future pageant-maker for ever from a pedagogical fate.

In an interview with a *Daily Chronicle* representative Mr. Calvert said:—The offer—a flattering and attractive one—interested me, particularly as my especial delight is in Shakespearean productions. Shakespeare and the English classics are to be an important part of the new theatre's repertoire, with Antony and Cleopatra as the opening production. Not least I have been very much fascinated by the possibilities of a revolving stage, which is one of the features of the Millionaire's Theatre. It has always seemed to me that some people's objection to scenery in Shakespeare's plays is not that the scenery should be there, but that it should entail re-arrangement of the text and long waits between the acts.

With a revolving stage all that will, I hope, be done away with. Each scene can be ready the moment its predecessor is over.

As to the chances of his return, Mr. Louis Calvert confessed that after the first year—the limit of his present contract—his future was on the knees of the gods. Besides producing the plays, he has agreed to act three parts during the twelvemonth, and has already chosen Sir Peter Teazle in "The School for Scandal" and, curiously enough, Caliban in "The Tempest." The other part he has not as yet decided upon.

In this connection it is earnestly to be hoped that American audiences will have the privilege of seeing one of the most gloriously unrepentant Falstaffs of the time.

AN ABORTIVE DISTURBANCE.

FUN IN STONE-THROWING.

The story of a little disturbance whereby a breach of the peace might have been caused was told before Mr. F. A. Hazeland in the Police Court this morning. An employee at the Victoria Drillery at Kowloon proceeded against a Chinaman for assault. Complainant's story was to the effect that at 11 o'clock yesterday, the Chinaman assaulted him with a bamboo pole. Then complainant added something which was delightfully candid. He naively remarked that the Chinaman's excuse for his act was because he was accidentally struck by a stone which complainant threw at another man.

Mr. Hazeland (To the interpreter)—Tell him he had no business to throw stones at anyone.

Defendant—I threw it just out of fun. His Worship bound over both defendants in the sum of \$100 to keep the peace for six months.

A CELESTIAL VISITOR.

Elaborate calculations which have been made by Messrs. Cowell and Commelin, two distinguished members of the Royal Astronomical Society, indicate that the celestial body known as Halley's comet, which travels round the sun in an orbit that takes about 75 years to accomplish, will re-appear early in 1910, as an evening star. In March it will be lost in the sun's rays, after which it will reappear as a morning star in April. It will pass between the earth and the sun on May 12 at a distance of only 7,500,000 miles from the earth, and for a week or two will be visible as a very bright object in the west. The periodicity of this comet was discovered by Edmund Halley, a friend of Sir Isaac Newton, and by using Halley's calculations as a basis, the various appearances have been traced back, with the assistance of records kept by Chinese annalists, to the year B.C. 11, when it stood over Rome just before the death of Agrippa. It was another comet, known as Eudoxus, which is supposed to be the one that appeared in 44 B.C., the year of the assassination of Julius Caesar, but it is an asserted fact that Halley's comet appeared in the year 66 A.D., and hung over Jerusalem in the shape of a sword just before the destruction of the city by Titus. There is some uncertainty as to the exact date of subsequent appearances, at intervals of 75 years or thereabouts, but it is established that the comet was seen again in 451, when Attila was defeated with tremendous slaughter at Châlons-sur-Marne by the combined armies of the Romans and the Goths, and that it was shining in the sky above Rome in 549, when the city was captured for the second time by Totila, King of the Ostrogoths. The most curious coincidence for people of the British race is that this comet undoubtedly appeared in 1066, the year of the Norman Conquest. A writer on the subject who has been at pains to collect all the astronomical information about this comet and "observingly" detail it out makes a highly suggestive statement on this point. "A famous panel of the Bayeux tapestry," he writes, "shows Harold quaking on his throne, while his people huddle together with fingers pointing at a horrid comet in the sky, and the birds upon the roof tree scream an alarm. 'Isti mirant stella,' says the label above the heads of the people; below is the fleet of boats of the invaders, whose coming was portended by the appearance of Halley's comet in the spring before the Norman conquest of England."

People of a certain type of mind might be tempted to suppose that the old superstitious dread with which comets were regarded is not altogether without foundation when they find evidence that the apparitions of different comets have coincided with huge terrestrial calamities and the violent deaths of great rulers. They would find that long after the Norman conquest the arrival of Halley's comet in 1456 coincided with the ominous appearance of the Turks as masters of Constantinople, while in the same year the Wars of the Roses were dying the soil of England with the lifeblood of England's sons. Halley's comet brooded over agonising Christendom when Mahomet the Second brought the Turks into Europe to scourge the nations that they found there. In 1758 it looked down on the Seven Years War, but when it came back in 1835 Europe was quietly recovering from the exhaustion of the Napoleonic wars. Early next year Halley's comet is to make its eleventh appearance, since the Norman Conquest, unless the astronomers are at fault in their calculations, which is unlikely. In Duke William's time the comet appeared in April, and the invasion of England was carried out in the following October. Doubtless the ingrained superstition about comets, like the belief in ghosts, will disappear from the world very slowly. Many timorous persons, when they see Halley's comet, which is approaching nearer to the earth's orbit every day, and which in a few months will probably be picked out and identified by the photograph records of the astronomers, will be inclined to wonder whether the bitter experience of 1066 is to be repeated, and whether England is again to feel the foot of an invader. The alarms and excursions in the field of international politics are certainly not incompatible with the idea that an invasion may be attempted.

Reassurance and consolation may, however, be derived from the recollection that there are many comets, and that there is no truth whatever in Shakespeare's dictum, formulated in "Julius Caesar," that "When beggars die there are no comets seen; The heavens themselves like fort the death of princes. As a matter of cold fact, innumerable beggars have died while comets shone in the sky, and many princes have gone to their long home unlighted by any of these wayward celestial luminaries. Also, it is not wonderful that some great terrestrial disasters have coincided with the appearance of comets, seeing that such apparitions have been fairly frequent throughout the long course of recorded history.

There are 20 known periodical comets; there are 43 which are probably periodical; there are 300 which are possibly periodical and there are various others concerning which it is impossible to predicate anything with certainty. Consequently, as some of these comets have a comparatively short orbit—like that of Eudoxus, for instance, which makes its journey in 1,204 days under normal circumstances—it would be strange indeed if, during that long procession of deeds of blood which is called history, there were not special occasions which synchronised with the apparition of a comet. If a few great battles or disasters have coincided with the arrival of a comet within view of the earth's inhabitants, there have been hundreds, possibly thousands, of battles, invasions, and "deaths of princes" which have not been so signalled. In fact, the only way in which a reasoning mind can connect the appearance of a comet with a subsequent battle or assassination is to suppose that belief in the superstition may have operated by auto-suggestion upon the human will, which was responsible for the event. This view of the facts would presuppose that Duke William of Normandy may have been encouraged by the omen in the sky to invade Britain, and that any other ambitious ruler under similar circumstances might choose to regard an opportune comet's tail in the sky as the writing on the wall portending the destruction of a rival kingdom. It is a matter of common knowledge that the gloomy predictions of illiterate fortune-tellers have on many occasions so acted on the minds of the credulous as to impel them to shape events in the manner that has been indicated. Apart from that risk, which is quite indefinite, nobody in these days of widespread education need expect terrestrial events to be governed by Halley's comet when it appears. The apparition of that comet in 1910 was decreed by the law of gravitation in that remote epoch when Halley's comet was first constituted by the aggregation of certain meteoric stones, and proceeded to obey the impulse of the forces that determine the movements of every other celestial body. And the schemes for invading England—if there are such schemes—can be no more influenced by Halley's comet than the fall of the Fisher Government was influenced by the changes of the moon. *Sydney Daily Telegraph.*

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week Messrs. E. S. Kadoorie & Co. write this afternoon:—

The general tone of the market has been better since we wrote last, and in a few cases, prices have improved.

Banks.—Hongkong and Shanghai Banks have ruled strong during the week, and after sales at \$4,005 and \$1,010, are now wanted at \$1,015.—The London price has also improved to 49.

Marine Insurances.—Cantons are weak and offering at \$195. North China are in demand at 115, 108. Unions are slightly easier, and have been sold at the reduced rate of \$837½. Yangtze are nominally quoted at \$330 in Shanghai.

Fire Insurances.—China Fires are inquired for at \$111. Hongkong Fires are still in demand at \$345.

Shipping.—China and Manila are on offer at \$10 and Douglas at \$36. Indo China are out of favour and neglected at \$66. The Shanghai rate is 115, 50 and the London rate 13.15 for the Preferred and 13 for the deferred shares. Hongkong, Canton and Macao Steamboats can probably be had at \$33.

Shell Transports are easier and procurable at 61½ ex the final dividend of 2½ for 1908 and interim of 1½ for account 1909 paid on the 1st inst. (Coupon No. 12.) Star Ferries old and new are unaltered and without business to report.

Refineries.—China Sugars have ruled firmer during the week and after sales at \$140 have further sellers. Luxons are quiet at \$15. Perak Sugars have weakened to Tis. 260.

Mining.—Chinese Engineerings have been sold at Tis. 18.20. Raubs continue on offer at \$9, without inducing buyers.

Docks, Wharves and Godowns.—Kowloon Wharves have strengthened again to \$57, at which rate buyers prevail. Whampoa Docks have been in some demand and rose to \$70, but are now obtainable at \$68, after sales. Shanghai Docks are firm at Tis. 82. Hongkong Wharves have risen to Tis. 163.

Lands, Hotels and Buildings.—Hongkong Hotels, old, ex new issue have been sold at \$68, while the new shares are wanted at \$68. Sales of Hongkong Lands have been effected at \$108. West Point has found buyers at \$46½ closing with further inquiries.

Cotton Mills.—Hongkong Cottons are on offer at \$8½. Ewos have improved to Tis. 133, in the North. According to latest mail advices from the North, Internationals have sellers at Tis. 88, Lao Kung Mows, buyers at Tis. 110, and Soy Chees, sellers at Tis. 375.

Miscellaneous.—China Borneos have been dealt in to a fair extent at \$147. There are buyers of China Privileges at \$960 and Hongkong Electric at \$20. China Light and Powers have sellers at \$7.

Union Waterboats are in request at \$11. William Powells are quiet and obtainable at \$4. Langkats are quoted at Tis. 14085 and Sumatras at Tis. 166.

Exchange.—The Banks selling rate on London is 119 3/16 on demand. The T/T rate on Shanghai is 74½.

Dividends Payable.—Shanghai Docks. Final of Tis. 21 for the year ending 30th April, 1909 payable in Shanghai on the 6th inst.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for forward Settlements:—

July Settlement	30th July.
August	30th August.
September	30th September.
October	30th October.
November	30th November.
December	30th December.

To-day's Advertisements.



NAVY CONTRACT.

TENDERS are invited for the SUPPLY OF LABOUR and JUNKS in connection with the Coaling of H.M. Ships, &c., at Hongkong, for a period of 12 months from the 1st August, 1909.

Forms of Tender can be obtained on application to the NAVAL STORE OFFICER, H.M. Naval Yard, Hongkong, and should be returned not later than Noon on 16th July, 1909.

A Deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of acceptance of Tender.

Hongkong, 2nd July, 1909. [514]

COMPAGNIE DES MESSENGERIES MARITIMES. FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN." Captain Bruus, will be despatched for the above Ports on or about FRIDAY, the 9th instant.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent. Hongkong, 2nd July, 1909. [9]

NAVIGAZIONE GENERALE ITALIANA. (Florio and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALIAO. (Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI." Captain. Dini, will be despatched as above on SATURDAY, the 10th inst., at Noon. For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 2nd July, 1909. [10]

Intimations.

AO PUBLICO.

HAVERA na noite de SABBADO, 3 de Julho p.v., na sala "Lux de Camões" do Club Lusitano, uma recita de caridade, promovida por um grupo dramático do Clube "Vasco da Gama," a favor das vítimas sobreviventes dos terremotos ocorridos recentemente em Portugal.

Os bilhetes d'admissão estarão á venda na Secretaria do mesmo Club desde as 6 p.m. do dia do correto. Aceitam-se por cada bilhete qualquer quantia não inferior a uma pataca.

J. J. C. ELHO,

Secretario,

Club Lusitano.

Hongkong, 29 de Junho de 1909. [510]

GOLD STORAGE.

THE HONGKONG ICE COMPANY LTD., have now 40,000 cubic feet of GOLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,

Manager.

Hongkong, 6th January, 1909. [50]

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1909, the rates of Subscription to the *Hongkong Telegraph* (daily and weekly issues) will be as follows:—

DAILY—\$36 per annum. WEEKLY—\$13 per annum. The rates per quarter and per annum, proportional, for subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messengers. Per subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co. Ltd.

Hongkong, 2nd December, 1908. [40]

KOWLOON HOTEL.

INDEPENDENCE DAY.

As usual the Management of the above popular hotel will celebrate the "Glorious Fourth" on Sunday next in an elaborate manner. They will be "At Home" to their American and other friends from 5 p.m. to 7 p.m. An Open-Disco (weather permitting) is arranged to be served on the Lawn at 8 p.m. The menu will be up-to-date and the 10th M. L. I. Band, specially engaged for the occasion, will discourse special selections of music during and after dinner. Special silken souvenirs will be given away to those only. The huge crowd that assembled there last year on the 4th July a similar one should follow this year. The grounds will be lighted with Klieg lamps.

Intimations.

THE DAIRY FARM Co., LIMITED.

Fine Salted Australian

PIGS' TROTTERS.

96 Cents a Dozen.

Hongkong, 24th June, 1909. [380]

ASAHI BEER.

SAPPORO BEER.

OBTAINABLE EVERYWHERE.

MITSUI BUSSAN KAISHA,

Sole Agents.

[471]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,500,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF THE TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.

Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 10th March, 1908. [4]

P. & K. TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.15 a.m.	to 10.00 a.m.	Every 15 minutes.
10.00 a.m.	to 11.00 a.m.	Every 15 minutes.
11.30 a.m.	to 12.45 p.m.	Every 15 minutes.
12.45 p.m.	to 1.15 p.m.	Every 15 minutes.
1.15 p.m.	to 1.45 p.m.	Every 15 minutes.
1.45 p.m.	to 2.15 p.m.	Every 15 minutes.
2.15 p.m.	to 3.00 p.m.	Every 15 minutes.
3.30 p.m.	to 5.00 p.m.	Every 15 minutes.
5.00 p.m.	to 8.00 p.m.	Every 15 minutes.

NIGHT CAR.

8.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m.	to 9.00 a.m.	Every 15 minutes.
9.00 a.m.	to 9.30 a.m.	Every 15 minutes.
9.30 a.m.	to 10.30 a.m.	Every 15 minutes.
10.30 a.m.	to 11.00 a.m.	Every 15 minutes.
11.45 a.m.	to 12.00 noon.	

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JULY 3RD.	"EMPRESS OF IRELAND" FRIDAY, JULY 30TH.
"MONTEAGLE" WEDNESDAY, JULY 14TH.	
"EMPRESS OF INDIA" SATURDAY, JULY 24TH.	ALLAN LINE FRIDAY, AUG. 20TH.
"EMPRESS OF JAPAN" SATURDAY, AUG. 14TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of India" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
J. W. UKADI, JUK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI, YOKOHAMA, KOBE	"NANSANG"	SATURDAY, 3rd July, Noon.
SHANGHAI, YOKOHAMA, KOBE	"FOOSHING"	SUNDAY, 4th July, Daylight.
SHANGHAI, YOKOHAMA, KOBE	"YATSHING"	TUESDAY, 6th July, Noon.
TIENSIN, WEIHAIWEI & CHEFOO	"CHIPSING"	TUESDAY, 6th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	TUESDAY, 6th July, 3 P.M.
KOBE & YOKOHAMA	"HINSANG"	WEDNESDAY, 7th July, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 9th July, 4 P.M.
MOJI	"CHUNANG"	SUNDAY, 11th July, Daylight.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kinsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shifu, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.

Telephone No. 61. Hongkong, 1st July, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	On
BATAVIA, SAMARANG & SOERABAYA.	"SHANTUNG"	3rd July, Noon.
CEBU & ILOILO	"HOANG"	3rd " 4 P.M.
NEWCHWANG	"HANGCHOW"	3rd " Daylight.
HOIHO & HAIPHONG.	"SINGAN"	4th " "
SHANGHAI	"LINAN"	4th " "
SWATOW, ISINGTAU, WEIHAIWEI, CHEFOO & TIENSIN.	"HUICHOW"	4th " "
MANILA	"FEAN"	6th " 3 P.M.
SHANGHAI	"YINGCHOW"	8th " 4 P.M.
CEBU & ILOILO	"KAIFONG"	9th " "
SHANGHAI	"HEHAN"	11th " Daylight.
MANILA	"TAMING"	13th " 3 P.M.
SHANGHAI	"AMHUI"	15th " 4 P.M.
MANILA, ZAMBOANGA and USUL	"TAIYUAN"	19th " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, twice weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE.

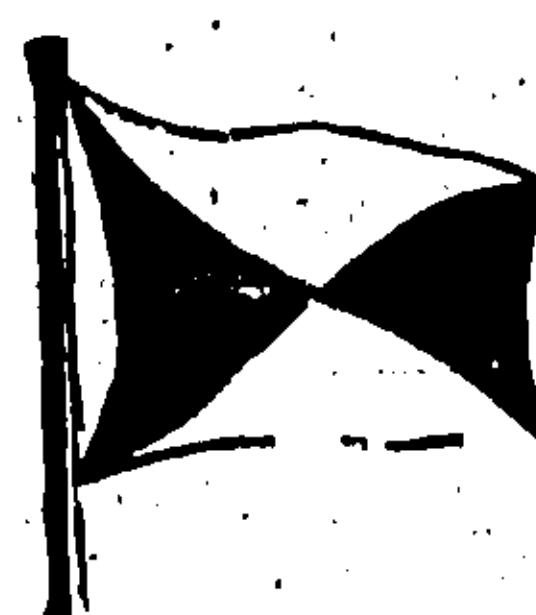
FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chewan*, *Linan*, *Chinshu*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo "through Bills of Lading" to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 35.
HONGKONG, 2nd July, 1909



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamer between Hongkong and Manila.—Saloon amidships.—Electric Light.—Perfect Cuisine.—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 3rd July, at Noon.
RUBI	2540	R. W. Almond	"	SATURDAY, 10th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong, 2nd June, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	5,000 tons gross.	Sail 30th Aug., 1909, at Noon.
S.S. HONGKONG MARU	5,000 " "	" 26th Oct., 1909, at Noon.
S.S. MANSU MARU	5,000 " "	" 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 28th June, 1909.



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"TACOMA MARU"	6,178	SATURDAY, 3rd July.
Do.	"FITZPATRICK"	4,416	" 31st do.
Do.	"SEATTLE MARU"	6,178	" 28th Aug.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SWATOW, AMOY & TAMSUI.	"DAIGI MARU"	SUNDAY, 4th July, at 10 A.M.
SWATOW, AMOY & ANPING	"SOSHU MARU"	WEDNESDAY, 7th July, at 10 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHAO HU" MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th June, 1909.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSHILLES, LONDON AND SWITZERLAND	"BINGO MARU," Capt. A. Christiansen, Tons 6500	WEDNESDAY, 7th July, at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID	"KAWACHI MARU," Capt. H. Petersen, Tons 6500	WEDNESDAY, 21st July, at Daylight.
VICTORIA, B.C. & SEATTLE	"TANGO MARU," Capt. S. Ishikawa, Tons 8000	TUESDAY, 6th July, at 4 P.M.
VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA	"AKI MARU," Capt. K. Sato, Tons 7000	TUESDAY, 20th July, at 4 P.M.
SYDNEY AND MELBOURNE	"KUMANO MARU," Capt. M. Winkler, Tons 6000	FRIDAY, 9th July, at Noon.
VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"YAWATA MARU," Capt. T. Sekine, Tons 5000	FRIDAY, 6th Aug., at Noon.
SHANGHAI, MOJI AND KOBE	"BOMBAY MARU," Capt. W. A. Evans, Tons 5000	THURSDAY, 15th July.
KOBE AND YOKOHAMA	"TAMBA MARU," Capt. C. H. Butler, Tons 6500	FRIDAY, 9th July, at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	"YAWATA MARU," Capt. T. Sekine, Tons 5000	WEDNESDAY, 7th July, at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	"ATSUTA MARU," Capt. Wm. Thompson, Tons 9000	FRIDAY, 30th July, at 5 P.M.
BOMBAY, VIA SINGAPORE and COLOMBO	"YETOROFU MARU," Capt. K. Soyeda, Tons 4500	TUESDAY, 13th July.

1 Cargo only.
2 Fitted with new System of wireless telegraphy.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSHILLES, LONDON AND ANTWERP, VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Kamo Maru	(Capt. F. L. SOMMER)	About Wednesday, 28th July.
Mishima Maru	(Capt. A. E. MOSES)	About Wednesday, 25th August.
Atsuta Maru	(Capt. W. THOMPSON)	About Wednesday, 22nd September.
Miyasaki Maru	(Capt. W. BAINBRIDGE)	About Wednesday, 20th October.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

CHEAPEST ROUND TRIPS BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING 1ST JUNE, ENDING 31ST AUGUST, 1909.

Special Excursion Tickets (1st & 2nd class) available for 4 months.

	YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class	\$120	\$110	\$100	\$90
2nd "	\$50	\$470	\$60	\$50

Option of rail between calling ports in Japan.

For further particulars, apply to

T. KUBUMOTO,

Manager.

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports on SATURDAY, the 3rd July, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 25th June, 1909.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE,"

Captain W. O. Tyers, will be despatched as above on or about 11th July.

For Freight, apply to JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 23rd June, 1909.

[502]

HONGKONG—BOSTON—NEW YORK.

THE Steamship

"AMERICAN-ASIATIC STEAMSHIP COMPANY."

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "ST. PATRICK" On 13th July, 1909.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th June, 1909.

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"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA,"

Captain Hayes, will be despatched as above on or about 20th July.

The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for service in the tropics, being fitted with refrigerating machinery, and electric fans in state-rooms. Doctor and Stewardess are carried. Fare to London £35.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 23rd June, 1909.

[503]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-bus service from China and Japan to San Francisco.

THE Steamship

"AMIRAL FOURICHON,"

will be despatched for SAN FRANCISCO and other above destinations on or about the 20th July, 1909.

For further particulars apply to MESSAGERIES MARITIMES, Agents at Hongkong.

Hongkong, 28th May, 1909.

[58]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. GROW.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey, \$4.

Meals, \$1.25 each.

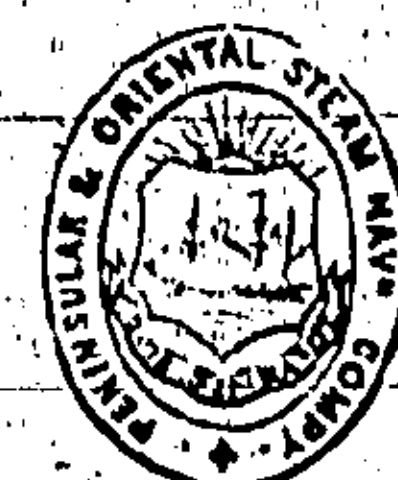
The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 8, Queen's Road West.

Hongkong, 26th April, 1909.

[16]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain O. Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th July, at Noon, taking Passengers and Cargo to the above Ports in connection with the Company's S.S. *Macdonald*, 10,500 tons, from Colombo. Passengers' accommodation is which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 22nd August, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to K. A. HEWETT, Superintendent.

Hongkong, 16th June, 1909.

[4]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., SEATTLE & TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

Oceanic 4,657 F. W. Davies 1009 2nd July

Kumera 4,232 J. Mathee 29th July

Aymara 4,

COMMERCIAL.

TO-DAY'S EXCHANGE.

London-Bank T.T.	1/9 1/2
Do. demand	1/9 3/16
Do. 4 months' sight	1/9 5/16
France-Bank T.T.	2.22
America-Bank T.T.	43
Germany-Bank T.T.	1.80
India T.T.	1.31 1/2
Do. demand	1.33
Shanghai-Bank T.T.	741
Singapore-Bank T.T. per H.K. \$100	751
Japan-Bank T.T.	854
Java-Bank T.T.	180
4 months' sight L/O	1/9 7/16
6 months' sight L/O	1/9 9/16
30 days' sight San Francisco & New York	43 1/2
4 months' sight do.	45
30 days' sight Sydney & Melbourne	1.17 1/2
4 months' sight do.	1.20 1/2
6 months' sight do.	1.23 1/2
4 months' sight Germany	1.84
Bar Silver	23 1/2
Bank of England rate	24 1/2
Sovereign	1.20

SHIPPING AND MAILS.

MAILS DUE.

Indian (Latang) 5th inst.
Australian (Tasman) 14th inst.

The N. Y. K. s.s. *Bingo Maru*, European Line, left Shanghai for this port on 2nd inst., and is expected here on 5th inst.

The N. Y. K. s.s. *Tamba Maru*, European Line, left Singapore for this port on 2nd inst., and is expected here on 8th inst.

The N. Y. K. s.s. *Kumano Maru*, Australian Line, left Nagasaki for this port on 2nd inst., and is expected here on 6th inst., a.m.

The N. Y. K. s.s. *Aki Maru*, American Line, left Moji for this port via Shanghai on 2nd inst., and is expected here on 9th inst.

The C. P. R. Co's s.s. *Montezuma* arrived at Nagasaki at 6 a.m. on 2nd inst., and leaves again at 4 p.m., same day for Shanghai, where she is due to arrive at 6 a.m., on 4th inst.

The M. C. Co's s.s. *Calcutta* left Singapore this morning, at 6 a.m., and may be expected to arrive here on 9th inst., and will leave for Shanghai and Japan on the same afternoon.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 2nd at 12.20 p.m.—The barometer has risen slightly in Vladivostok and on the N.E. coast of China; and fallen moderately to slightly over S. China and the Philippines.

The depression is moving into the Eastern Sea to the South of Shanghai.

Pressure is high over Manchuria. It is slight defect of the normal over the Philippines.

The Japanese returns are not yet in hand.

Fresh to strong S.W. winds may be expected in the Formosa Channel, and moderate S.W. winds along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.35 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, S.W. winds, moderate; showery.
- 2.—Formosa Channel, S.W. winds, fresh to strong.
- 3.—South coast of China between Hongkong and Lamock, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, S. winds, moderate.

Shipping.

Arrivals.

Fooksang, Br. s.s., 1907, F. A. Mitchell, 1st July.—Moji 26th June, Gen.—J. M. & Co.

Ichang, Br. s.s., 1338, Tuckeborn, 1st July.—Canton 1st July, Gen.—B. & S.

Yunnan, Br. s.s., 1255, Jones, 1st July.—Swatow 30th June, Ballast.—B. & S.

Teau, Br. s.s., 1350, A. W. Outerbridge, 2nd July.—Manila 29th June, Gen.—B. & S.

Mucaster Castle, Br. s.s., 3050, P. Watson, 2nd July.—Philadelphus via Durban 30th April, Case Oil and Wax.—D. & Co., Ltd.

Haiphong, Fr. s.s., 864, Coutin, 2nd July.—Saigon 24th June, Gen.—M. M.

Elgin, Br. s.s., 2494, J. G. Potts, 2nd July.—Newport 26th April, Coal.—Order.

Haiman, Br. s.s., 616, J. W. Evans, 2nd July.—Swatow 1st July, Gen.—D. L. & Co.

Changchow, Br. s.s., 1203, A. Partridge, 2nd July.—Canton 1st July, Gen.—B. & S.

Hangsang, Br. s.s., 1336, S. Wilde, 2nd July.—Canton 1st July, Gen.—J. M. & Co.

Kjeld, Nor. s.s., 910, T. Heller, 2nd July.—Canton 1st July, Ballast.—Aagaard, Thoresen & Co.

Anglin, Ger. s.s., 1001, C. Kumpel, 2nd July.—Bangkok and Swatow 26th June, Rice.—B. & S.

Prometheus, Nor. s.s., 1024, H. Jensen, 2nd July.—Bangkok via Swatow 24th June, Rice, Logwood and Salt.—Aagaard, Thoresen & Co.

Clearances at the Harbour Office.

Carl Diederichsen, for Hoibow.

Germania, for South Pacific.

Kokichang, for Bangkok.

Haiching, for Swatow.

Victoria, for Haiphong.

Nippon, for Saigon.

Yunnan, for Manila.

Zafro, for Manila.

Hanoi, for Kwong-chow-wan.

Hangsang, for Shanghai.

Per Fooksang, Com Moji—Mr. Saunders.

Per Fooksang, from Saigon—Mr. Got, and 185 Chinese.

Per Tien, from Swatow—Messrs. Wadsworth, Farham, and 79 Chinese.

Per Tien, from Manila—Mrs. Pettergale, Miss Davila, Messrs. McGeech, Porchie, Taylor, Morrill, Myamoto, Hoover, Lieut. Youngblood, Messrs. Blum, Hughes, Young, Hargis, Bon, and Mrs. Van Camp.

Passengers departed.

Per Kijeld, for Shanghai—Messrs. E. Luod, Choppa, R. Becker, M. Hirt, N. Tetoff and Ranvick. For Nagasaki—Misses Fu Ku, Sakai and Mesi. For Yokohama—Count Asemberg, Baron de Viock, Messrs. Hugo C. A. Fromm, Sui Tung Shoi and party.

Shipping Reports.

Str. Halmun, from Swatow.—Light S.W. breeze and cloudy.

Str. Fooksang, from Swatow.—Fresh S.W. monsoon, fine clear weather throughout.

VESSELS IN PORT.

Cambyes, Br. s.s., 2,045, Bainbridge, 19th June.—New York and Sabang 25th April, Kerolina. S. O. Co.

Chinbas, Br. s.s., 1,348, A. Harris, 30th June.—Canton 29th June, Gen.—B. & S.

Daigai Maru, Jap. s.s., 547, H. Murayama, 1st July.—Tamsui via Amoy and Swatow 30th June, Gen.—C. S. K.

Derwent, Br. s.s., 1,552, J. Jenkins, 22nd June.—Saigon 18th June, Rice.—Mas Fat & Co.

Empress of China, Br. s.s., 3,046, W. Davidson, 2nd July.—London 16th May, and Singapore 26th June, Gen.—McC. Bros. & Gow.

Friy, Nor. s.s., 710, C. S. Christensen, 25th June.—Bangkok 18th June, Rice.—Kean Thye Loong.

Glennora, Br. s.s., 2,855, W. J. Haughton, 1st July.—London 16th May, and Singapore 26th June, Gen.—McC. Bros. & Gow.

Hailan, Fr. s.s., 377, O. A. Hegg, 26th June.—Hoibow 23rd June, Gen.—A. R. M.

Halvard, Nor. s.s., 1,701, R. Roubert, 1st July.—Bangkok 22nd June, and Hoibow 30th June.—Aagaard, Thoresen & Co.

Hilary, Ger. s.s., 1,025, R. Hasle, 27th June.—Swatow 26th June, Ballast.—S. W. & Co.

Hinsang, Br. s.s., 1,536, A. G. Smith, 26th June.—Moji 20th June, Coal.—J. M. & Co.

Huichow, Br. s.s., 1,217, E. Forsyth, 29th June.—Canton 28th June, Gen.—B. & S.

Lightning, Br. s.s., 1,525, A. E. Gentles, 22nd June.—Calcutta via Penang and Singapore 16th June, Gen.—D. S. & Co., Ltd.

Matchew, Ger. s.s., 995, R. G. Zollner, 26th June.—Bangkok 16th June, and Swatow 25th June, Rice.—B. & S.

Nam Sang, Br. s.s., 2,591, P. M. B. Lake, 28th June.—Calcutta via Penang and Singapore 23rd June, Gen.—J. M. & Co.

Neumania, Ger. s.s., 2,294, H. Feldmann, 14th June.—Moji 8th June, Coal.—H. A. L.

Nippon Maru, Jap. s.s., 3,452, W. E. Filmer, 29th June.—San Francisco via Ports 1st June, Mails and Gen.—T. K. K.

Oceanic, Br. s.s., 3,050, F. W. Davies, 27th June.—Manila 24th June, Gen.—D. & Co., Ltd.

Peiho, Ger. s.s., 800, R. Vassel, 30th June.—South Sea Islands via Manila 28th June, Ballast.—H. A. L.

Phraeng, Ger. s.s., 1,055, Fr. von Mangelsdorff, 28th June.—Hoibow 27th June, Rice, B. & S.

Rejaburi, Ger. s.s., 1,180, H. Brewer, 25th June.—Bangkok 18th June, Rice.—M. & Co.

Seminole, Br. s.s., 3,797, H. D. Clark, 1st July.—San Francisco 2nd June, and Mororan 22nd Bulk Oil.—S. O. Co.

Simongan, Dut. s.s., 1,202, H. Vos, 29th June.—Samarang 14th June, Sugar.—Yuen Fat Hong.

Singap, Br. s.s., 1,047, W. Shane, 30th June.—Hoibow 29th June, Pigs and Gen.—B. & S.

Spir, Nor. s.s., 870, W. Horn, 30th June.—Canton 29th June, Gen.—Aagaard, Thoresen & Co.

Tacoma Maru, Jap. s.s., 3,850, H. Yamamoto, 18th June.—Moji 14th June, Gen.—O. S. K.

Tai Maru, Jap. s.s., 4,657, S. Ishikawa, 22nd June.—Shanghai 19th June, Flour, Coal and Milk.—N. Y. K.

Victoria, Swed. s.s., 939, Thos. Eckert, 30th June.—Hoibow 29th June, Rice and Gen.—Wallem & Co.

Vorwarts, Ger. s.s., 643, Ulderup, 30th June.—Penang and Singapore 18th June, Gen.—J. & Co.

Yochow, Br. s.s., 1,205, Wavell, 29th June.—Moji 23rd June, Coal.—B. & S.

Zafro, Br. s.s., 1,639, R. Rodger, 28th June.—Manila 26th June, Hemp and Gen.—S. T. & Co.

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Ships Passed The Canal.

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